

As long as nobody is held liable except the driver of the truck, the industry will always find somebody down on their luck they can push to no end. The shippers and receivers don't have to take the safety of the general public in consideration at all, they pass the buck to the carriers, who pass the buck to the drivers.

Somebody sitting behind a desk will never solve the problem until they get out there and see what's going on. All people can do is assume and imagine what it's like to drive a truck.

Going for a ride with a driver who is well established and has a relatively easy job will never tell the story of what somebody who is fairly new at the job goes through.

Doing fatigue studies using a simulator will never tell the real truth about people's limits. The people who set up the simulator have no idea what to simulate in the first place if they have never gone trucking. A machine can't simulate the stress involved having people's lives in your hands, nobody is going to die if somebody makes a mistake like in the real world.

I just quit a local 100 mile radius job and the trucks have onboard recorders and electronic logging, it's not the cure all by any means and the only difference between the old rules and the new ones is getting 10 hours off between shifts is better than 8 hours.

The drivers are still pulling over in rest areas and sleeping over the steering wheels during their lunch breaks. They need sleep more than food to stay alive another day. According to the flawed research they shouldn't need to pull over and take naps.

You want to know what trucking is like, go rent a motor home and let me be your dispatcher for 2 weeks. You will end up thinking I'm crazy and it's insane to require truck drivers to work like that.